

AMENDED IN ASSEMBLY MARCH 24, 2014

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 2250

Introduced by Assembly Member Daly

February 21, 2014

An act to add Section 14106 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2250, as amended, Daly. Toll facilities: revenues.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.

This bill would require the department, ~~when adopting statewide policies entering into a cooperative agreement with a local agency for toll facilities a managed lane, as defined,~~ on the state highway system, to ensure that ~~a majority of the toll~~ any revenues generated from toll facilities on the state highway system a managed lane that are is administered by a local agencies remain agency remains available for expenditure by those local agencies within the respective corridor in which the managed lane is located.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 14106 is added to the Government Code, to read:

14106. (a) ~~The department, when adopting statewide policies entering into a cooperative agreement with a local agency for toll facilities a managed lane on the state highway system, shall ensure that a majority of the any toll revenues generated from toll facilities on the state highway system a managed lane that are is administered by a local agencies remain agency remains available for expenditure by those local agencies within the respective corridor in which the managed lane is located.~~

(b) “Managed lane” means any of the following:

(1) A high-occupancy vehicle lane, which is a dedicated lane for vehicles carrying a minimum number of occupants.

(2) A high-occupancy toll lane, which is a dedicated lane that is free for vehicles carrying a minimum number of occupants, but which allows vehicles containing less than the minimum number of occupants to use the lane upon payment of a toll.

(3) An express toll lane, which is a dedicated lane that requires all vehicles to pay a toll in order to use the lane, but may provide for vehicles carrying a minimum number of occupants to pay a discounted toll.